SOUND STEAMERS HELD BACK.

STRIKE OF FREIGHT HANDLERS DELAYS THE SERVICE.

One Beat Unable to Get Away at All-Strikers Admit That the Whole Row Is Because the Company Refuses to Discharge One Man-Teamsters Helping.

Firemen and oilers of the Sound steamers of the New York, New Haven and Hartford Railroad Company joined the striking

freight handlers yesterday.

In spite of this accession the strikers were anly able to prevent the sailing of one boat on the company's half dozen lines. That was the Maine of the Stonington Line, which carries only freight and which could not be loaded last night.

The big Priscilla of the Fall River line, the chief passenger boat, got away with new fire-men and oilers soon after her scheduled sailing time. The City of Brookton, a freighter on the same route, sailed nearly on

The Chester W. Chapin of the Norwich line was three hours late in leaving, while the Richard Peck for New Haven didn't get away till 2 P.M., though her sailing time a 4 o'clock.

The teamsters at Piers 18, 19 and 40, where these boats load, refused to handle freight and all three dooks were piled high with merchandise.

According to Thomas Healey, business agent of the Freight Handlers' Union, the strike will be extended to-day or Monday to lines. Fall River has already been affected. In all he said 5,000 men will be sfected, including the teamsters who, he de clares, will refuse to work with non-union men. Healey made this announcement at a

meeting of the strikers in Hudson Hall, Spring street near Hudson. The union is known as Local 63 of the Interior Freight Handiers and Warehousemen's Association, and was organized as a result of the strike of the teamsters at the Fall River Line several weeks ago. This strike was declared off pending. a conference between the Truck Owners' Association and the

the Truck Owners' Association and the Teamsters' Union, which threatens a general strike for demands of their own. The strike of the teamsters in sympathy with the freight handlers has nothing to do with their demands.

The number of teamsters who struck was hard to learn, but, according to freight handlers, from 300 to 400 went out. On all the boats as they reached their piers the firemen and others struck.

Capt. J. W. Miller, general manager of the marine district of the New York, New Haven and Hartford road, said yesterday that the company would not allow the strike to prevent the sailing of the boats at or near schedule time. Mr. Miller gave out a general statement of the situation, in which he said:

During the pest month it had been neces-

In which he said:

During the past month it had been necessary from time to time to lay off a great many freight handlers, fourteen of whom were discharged last Saturday. It was subsequently proved that six of them were representatives of Local ca. We were not aware of this fact. On Monday, a delegate and committee asked that the six union men should be reinstated; if not every one would strike. As there was much freight on the dock, and this corporation has no feeling against unions properly managed, he willingly acceded to this and told the committee that we would put all the fourteen men back as business warranted.

warranted.

By Wednesday, Mr. Muller said, three had been reinstated, and later the foremen of Piers 18 and 19 were told that if the other three men were not put on at once every-body would strike. The request was acceded to and the leader of the committee stated that all the men would be back at 1 eleiock in the afternoon. The men did not return.

jectionable man before the committee, hear their objections and his story and then deal with him if the committee justified its request for his discharge. The committee objected to this and the man remained. Predient Condon of the union admitted last night that the trouble was over one man, William McCarthy. He got into trouble with the union Condon said, by promising to join and then failing to keep his promise.

"He is willing to join it now," he said, "but it is too late. On Sunday, when we

his promise.

"He is willing to join it now," he said, "but it is too late. On Sunday, when we meet, if his application for membership comes up it will be refused. Our men will not work with him as foreman at Pier 19. If he is made a freight handler and removed to some other pier, as he is a married man with a family, there may be no kick.

FALL RIVER, Mass., May 20.—The steamer Plymouth of the Fall River Line left on time for New York to-night after she had been tied up with empty bunkers until nearly 5 o'clock. The dockmen refused to coal the boat and all were discharged. The men had coaled the Plymouth on Wednesday and the Prisoilla yesterday and had worked for the rate received for handling freight, 17.5 cents an hour. Yesterday they gave notice that they would not coal the boat to-day for less than 30 cents an hour. Supt. Marshall finally offered them 25 cents an hour, but by that TROUBLE AT FALL RIVER ALSO. cents an hour. Supt. Marshall finally offered them 25 cents an hour, but by that time they had decided that while the strike is on in New York they would not coal boats for any price. Then they were dis-

charged.

Three cars containing thirty Italian laborers arrived at the dock at 4:30 o'clock. The Italians see to work, and at 7:45 o'clock they had put aboard coal enough to run the Plymouth to New York and back. The Italians will come down in the morning to coal the Priscilla.

OPEN SHOP SYMPOSIUM. Ethical Culture Seciety Hears About One Phase of Unionism.

The Society for Ethical Culture heard the "open shop" discussed last evening at their rooms, Sixty-third street and Central Park West. Henry C. Hunter maintained that West. Henry C. Hunter maintained that agreements with unions injured employers, and the Rev. Francis J. Clay Moran praised the "closed shop" because it had reduced the child labor evil. Marcus M. Marks thought the "open shop" gave union men a great chance for missionary work. He thought the "closed shop" had nothing to do with the good results achieved by unionism.

unionism.
"Strikes and lockouts," said he, "do not settle questions. They prove which side is stronger, not which is right."
Henry White of the United Garment Workers and Edward A. Moffatt of the Bricklayers and Masons spoke for the closed shop."

4 YEAR'S FOR COUNTERFEITING.

Manufacturer Whose Accomplice Turned State's Evidence New in Sing Sing. James Smith, the manufacturer of 06 reenpoint avenue, Brooklyn, who resided at Richmond Hill, L. I., and who was convicted hat week in the United States Dis-

victed hat week in the United States District Court-of counterfeiting, was brought before Judge Thomas for sentence yesterday. Judge Thomas said that he had considered the prisoner's age, the services he rendered as a soldier during the civil war and the fact that the jury had recommended mercy. He then sentenced Smith to pay a fine of \$1 and to serve a term of four years in Sing Sing prison. He was taken to Sing Sing yesterday afternoon.

Smith's son William, who was arrested at the same time and charged with the same time and charged with the same effence, has not yet been brought to trial. Marshall turned State's evidence as the trial of James Smith.

GOSSIP OF WALL STREET.

Those who expected the stock market to open up yesterday marking, being their expectations upon observations made. Thursday afternoon, when prices rallied easily on a little short covering and closed at the highest, were disappointed. The initial transactions were at about Thursday's closing prices, and after the first five minutes of trading nominal weak-ness developed. Such fractional price re-cessions as occurred in the first hour were evidently the result of extreme speculative apatry, stocks sagging of their own weight. The selling was of no particular consequence After the first hour, however, a more hopefu After the first hour, however, a more hopeful spirit pervaded the speculation, such as it was, and at the close of the day that fickle thing known as professional sentiment was more favorably inclined than perpaps at any previous time this week to the long side of the market. The free trading element is influenced more by the absence of liquidation and this level and the apparent reluctance of the less growth to increase its commitments. bear grown to increase its commitments on the short side without first seeing some fresh liquidation than by all the academic arguments favorable to the market that could be ad-

"We are trading in contracts, not in stocks, said a board member after the close yester-day. "There is very little feal business. Transactions are about as meaningless as you could imagine."

A certain Stock Exchange house needed a cable code book, and never having bought one before was somewhat surprised to learn that an initial order for one book would not be filled. This being its first order, it was told, it would have to buy at least three books. The house protested that it needed only one, and that the two others would be an unnecessary expense; but that didn't matter—it must buy three at least. So the all the Fast River front and on Monday to house bought three books. It proposes now to put up at auction the two it doesn't want in order to determine to its own satis and, incidentally, to reimburse itself. This contemplated action on its part is said to have caused a good deal of indignation. There may possibily be a settlement.

> "If you want to know one reason why I think the market is about turning," said a broker yesterday, "it is that clients who either got hung up with fresh stocks on the last advance or refused to sell on that advance stocks that they had been carrying for a long time have been coming to me this week for advice as to what they should sell short for advice as to what they should sell short as a hedge against their own stocks. I find that other brokers have been having the same experience with clients who want to sell something that they haven't got to protect what they have got. I have not let any of my people do that, or, at least, I have discouraged them from doing it; but I fancy that a let of such selling as a hedge against that a lot of such selling as a hedge against long stocks has been done. It is almost invariably done, in my experience, at the

> A house that is offering the Japanese bonds to its clients writes: "From the civil war in this country and the Franco-Prussian war to the present conflict, it has been the experience of investors that Government loans at war rates have been very profitable. The experience with the United States bonds after the rebellion; with French loans incident to the struggle with Prussia, and even with our own bonds in the Spanish war, in-fluences the belief that obligations of great and progressive Governments of the kind now offered present possibilities of large profit with very limited risk."

The contradictory character of rumor and information concerning the stock market operations of the Western contingent, so called, has perhaps never been more noticeable than in the last few weeks. In reference to such operations the fact seems to be generto such operations the fact seems to be generally ignored that the Western contingent is composed of various factions acting independently of each other. This is more the case now than perhaps ever before since the Western crowd became a factor in the speculative situation. Originally it acted as by a common impulse, and although it has since been divided into various groups, each keeping its own councils, the habit of referring to the Western contingent as a single body of opinion or sentiment survives. It as by a common impulse, and although it has since been divided into various groups, each by the committee for the discharge of a foreman who had been employed by the company for years. They insisted that the men would remain out until the man was discharged. The company refused, Mr. Muller said in addition to this statement that he had offered to call the objectionable man before the committee, in the market has been professing views of a renounced bullish character for several reeks, and during that time, according to pronounced bullish the most trustworthy board room observa-tion, it has been a steady seller of stocks, presumably for its own account. More singular still, its selling appears to have been heaviest in those stocks on which openly it avows the most bullish opinions. It is understood that the house in question began on Tuesday of this week to put out stocks very feesly discussing its apparations by various Tuesday of this week to put out stocks very freely, disguising its operations by various expedients. It had previously been suspected of seiling the market on every opportunity, but until this week its operations were thought to be largely for the short account. The recent selling has had the appearance of being for the long account, and the private opinion of some who have been observing it closely is that it has represented the liquida-tion of securities accumulated during the month of January.

A house having Western affiliations is said to be long of a big line of Atchison, and bulls on that stock fear that this line, estimated originally at more than 60,000 shares, may have to be liquidated before the long side of Atchison will again be attractive for a long pull. E. Meyer, Jr., who sometimes acts for the house referred to, was a prominent seller of Atchison venterday. nent seller of Atchison yesterday.

A. A. Housman & Co. started the buying movement that carried Union Pacific up to 33% yesterday afternoon. The stock lost % of its gain and closed at a net advance of % per cent. It seemed to advance easily. Housman & Co. being required to take com-paratively little stock in the course of bidding the market up. The impression in the room was that the movement was merely a demonwas that the movement was merely a tentorstration against the short interest, which
had become somewhat extended. The buying of the stock on a scale down has been
of a very excellent character, brokers say,
and it is predicted that before they are through
with it the shorts will find that they have heen selling the stock into a sack. Housman & Co. figured very prominently in the buying of Union Pacific on the recent advance to so, and have done very little in the market since the culmination of that movement.

The rally in Steel preferred to 53% started on the buying of Van Emburgh & Atterbury shortly after midday. The stock, brokers said, seemed to be in limited supply. The buying was not at all aggressive, however, and it was not apparent that any effort was being, made to advance the stock. Speculative interest in it is subsiding. lative interest in it is subsiding.

Up to 12 o'clock yesterday five of the lead-

The delay in bringing out the United States Realty plan, which, it is understood, was printed several days ago, has given rise to a good deal of comment. The explanation is made that this is no kind of a market in is made that this is no kind of a market in which to bring out a plan which has been widely advertised as bullish on the stock, and must, therefore, be accompanied by a certain amount of activity in the shares. This examount of activity in the shares. This ex-planation would be satisfactory were it not for the report that a banking house which was expected to assist in the manning has withdrawn from the business and that its defection is responsible for this further de-lay in bringing out the plan. It is said that the bankers in question resented the prem-ature association of the name of their house with the financing of the scheme.

"The market," one commentator writes, seems to have sotten upon a dead centre."

Transactions in the bond market on the Stock Exchange appear to follow closely those in the stocks, activity in the former declines, and vice versa. There is somewhat less activity in the bond market generally than was reported ten days age, but

the ahrinkage has not been sufficiently pro-nounced to cause any discouragement. Bond dealings sutaids of the Stock Exchange have more accurately reflected investment senti-ment of late than those of which official rec-ords are kept.

NO MORE ASPHALT SUITS.

All Litigation Against the Defunct Corporation Taken Off the Dockets.

TRENTON, N. J., May 20.—Vice-Chancellor Stevenson to-day filed a decree in chancery advising that the application of Hannah V. Gallagher for the appointment of a receiver for the Asphalt Company of America be denied. This petition was filed in Chancery some time before the appointment of a receiver in the United States court, and after that appointment it was allowed to lle dormant.

A decree was filed by Vice-Chancellor Stevenson on April 29 dissolving the Asphalt Company of America, and by to-day's order all litigation against the corpora-tion in New Jersey courts is taken from the dockets.

PERE MARQUETTE REPORT. Earnings-Progress Toward

Trunk Line Rank. The annual report of the Pere Marquette Railroad Company for the year ended Dec. 31, 1903, put out yesterday, shows that the net earnings, after the payment of interest, were \$1,616,678, an increase over the pre-ceding year of \$630,784. The report contains the following statement:

During the past year the management of the road has directed its efforts toward the opening, at the earliest possible date, of a Chicago-Burfalo line. The company began the operation of an extension into Chicago about Jan. 1, 1904. This line, from the start, fully met expectations, and the improvements which are being arranged will place the road in that city on a more favorable basis, both as to freight and passenger service.

The report also states that an agreement has been executed with the Canadian Southern and Michigan Central companies by whose terms the Père Marquette will have the use of the tracks of the other two companies between St. Thomas and Buffalo and Niagara. A contract for twenty-one years has also been entered into with the New York Central providing for the use of its terminals at Buffalo. When all the improvements are completed, the Fère Marquette, according to the report, will be changed from a local railroad in Michigan to a through trunk line. The report also states that an agree-

ADMIT STEAMSHIP AGREEMENT. Commerce Commission to Consider It is

the Differential Hearing. The third day's session yesterday of the Interstate Commerce Commission, which has been investigating differential rates in grain products shipped from the West to seaboard ports, was taken up mainly with the testimony of Sidney Morse, acting secretary of the Transatiantic Steam-ship Conference. He brought in the minutes, cablegrams, circulars and agree-ments of the conference establishing a minimum freight rate, and, despite objec-tion from counsel for Baltimore steam-ship companies, the commission admitted

ship companies, the commission admitted the papers as evidence.

B. D. Caldwell, vice-president and traf-fic manager of the D., L. & W., was called to give reasons why differentials should be abolished. He declared that, in his opin-ion, the doing away with differentials would stimulate domestic and foreign

trade,
The hearing was adjourned to June The commission will take up its investi-gation of coal shipments on Tuesday.

More Gold Shipments To-617. J. P. Morgan & Co. took \$1,062,415 in gold bars from the Assay Office yesterday, and Lazard Frères \$1,197,240 for shipment to-day. Morgan & Co. will not ship any gold to-day. Lazard Frères have left an order for whatever gold bars the Assay Office can finish between now and next Tuesday.

FINANCIAL NOTES.

The Utah Fuel Company has applied to the The Utah Fuel Company has applied to the Stock Exchange to list \$300,000 additional 5 per cent. first mortgage bonds due in 1931, to provide money for extensions and improvements. The company has already issued \$750,000 of the last authorized issue of \$2,000,000. The present application will increase the outstanding total to \$1,050,000. The company is controlled by the Denver and Rio Grande Railroad.

and Rio Grande Railroad.

Although gold shipments to Europe during the week amounted to over \$18,000,000, the loss of cash that will be shown in to-day's bank statement was estimated at no more than \$7,000,000. The gain made by the banks from transactions with the interior, which this week amounted to nearly \$8,000,000, is still an important factor in offsetting the losses by gold exports.

MARINE INTELLIGENCE.

MINIATURE ALMANAO—THIS DAY.
Sun rises. ... 4:39 Sun sets. ... 7:14 Moon rises.
HIGH WATER—THIS DAY. andy Hook 11:32 Gov. I'd 12.04 Hell Gate Arrived—Fridat, May 20.

U. S. cruiser Topeka, Newport, May 18.

St La Savole, Havre, May 14.

St Numidian, Glasgow, May 6.

St Bordeaux, Bordeaux, May 7.

St Elswick Tower, Smyrna, March 19.

St II Plemonte, Genoa, April 17.

St Prins Willem V., Paramaribo, April 20.

St Ask, Port Maria, May 9.

St Bluefields, Baltimore, May 18.

St Daggry, Progreso, May 10.

St Tennyson, Santos, April 20.

St Idaho, Hull, May 1.

St Idaho, Hull, May 1.

St El Mar, New Orleans, May 19.

St Benefactor, Philadelphia, May 19.

St Benefactor, Philadelphia, May 10.

St El Paso, Galveston, May 18.

Brig Irene, Wilmington, May 18.

Brig Irene, Wilmington, May 18.

ARRIVED OUT. SAILED PROM PORRION PORTS. Se Wells City, from Bristol for New York.

| Se Ethiopia, from Glasgow for New | TOTAL |
|--|--|
| OUTGOING STRANSHIPS | A- |
| Sall To-day. | |
| Malls Close. | Vessele Sall. |
| Philadelphia, Southam'n. 6 60 A M | 9 30 A'M |
| Campania, Liverpool 6 30 A M | - 10 00 A M |
| Minneapolis, London | 10 00 A M |
| Woenly Albert, Genoa Bou A M | 11 00 A M |
| Furnessia, Glasgow Valle | 12 00 M |
| Patricia. Hamburg. | 10 00 A M |
| | 2 00 P M |
| Zeeland, Antwerp 8 80 A M Sibiria, Jamaica 9 80 A M | 12 00 M |
| | 12 00 M |
| Marios Havana 1000 A M | 100 P M |
| Mereval Grenada 1000 A M | 100 P.M |
| Maracalbo. Caracas | 12 00 M |
| | 3 00 P M |
| | 12 00 M |
| El Cid. New Orleans | 3 00 P M |
| Communiche Charleston | 3 00 P M |
| Nueces, Galveston | 3 00 P M |
| Hamilton, Norfolk | 3 00 P M |
| Sall Monday, May 23. | 1200 200 |
| Jamestown, Norfolk | 8 00 P M |
| Satt Tuesday, May 24. | N 782 |
| Attlemes Colon 9 30 A M | 100 PM |
| Algonquin, Jacksonville | 3 00 P M |
| | |
| INCOMING STRAMBHIPS. | 441 - 1974 |
| Due To-day. | The state of the s |
| Llandaff CitySwansea | April 28 |
| I a Mastela | MAN 14 |
| | |
| Monterey Havana | May 17 |
| Arabic Liverpool Bluecher Hamburg | May 18 |
| Bluecher | |

Gregory.... Fontabelle. City of Colu Due Tuesday, May 24.

NORTHERN SECURITIES CASE

ARGUMENT BEFORE JUDGE BRAD-FORD IN NEWARK.

R. V. Lindabury Opens for the Complainants—Effect of the United States Su-preme Court Decision—Elihu Root, for the Defence Begins His Reply.

The case of Edward H. Harriman, Winslow S. Pierce, the Oregon Short Line Rail-road Company and the Equitable Trust Company of New York against the Northern Securities Company came up before United-States Circuit Court Judge Bradford, Newark, yesterday morning. The proceedings were on a motion for

preliminary injunction asked for by the complainants to restrain the Northern Securities Company from distributing among its shareholders on a pro-rata basis certain stock of the Northern Paoing Railroad Company held by the Northern Securities Company and alleged to be the property of the Oregon Short Line Railroad Company. The complainants ask that the present status be maintained until there has been a final adjudication by a court of competent jurisdiction of the matter at

R. V. Lindabury, for the complainants occupied all the forenoon and part of the afternoon in his argument. He was followed by ex-Secretary Elihu Root for the

adjourned at 4:30 until 10:30 this morning. When Mr. Root has concluded, he will be followed by W. D. Guthrie and he in turn by

when Mr. Root has concluded, he will be followed by W. D. Guthrie and he in turn by John G. Johnson.

After both sides had submitted voluminous briefs yesterday morning, Mr. Lindabury opened his argument with a brief outline review of the origin of the Northern Securities Company and of the Minnesota Circuit Court and the United States Supreme Court on the points brought before it by the United States Government prosecution. His contention was that the United States Supreme Court, having pronounced the Northern Securities Company's act by which it got control of the stock of competing lines an illegal act, no title to the Northern Pacific stock passed to the Securities company, which was left a mere custodian, a stockholder, as it were, the title to the stock remaining in the original owners. The contract by which the Securities company got control of the stock was void because the court of the stock was void because the court had ruled that under the anti-trust act it was a contract in restraint of trade. Furthermore, it was an uncompleted contract, in that by its terms the Securities company had undertaken to distribute in perpetuity the earnings of the stock under its control. Whereas it had been unable to do so because of the illegality of the Northern Securities organization as establish the doctrine that in such cases restitution of the property taken may be demanded, or in default, of inability to do that specifically adequate compensation must be made. He presented figures to show that the difference in the value of the property of the complainants, which he mantained the Securities company held only as custodian, and the amount the complainant would get by a pro rata distribution was upward of \$12,000,000.

The argument of Mr. Root, so far as it was developed in the short time he spoke yesterday, was that the complainants were equally tinged with culpability with the defendants in the creation of the Northern Securities company, and read decisions to establish that parties so circumstanced could not co

TRUST COMPANY ASSOCIATION. Call Issued for a Meeting to Be Held in

This City on May 27. ts of several New York companies have started a movement for an association of trust companies in the State of New York. A call for a meeting was sent out yesterday, signed by the following trust company presidents: Otto T. Bannard, New York Security and Trust Company; Charles T. Barney, Knickerbocker Trust Company; John E. Borne, Colonial Trust Company; Julian D. Fairchild, Kings County Trust Company of Brooklyn; Grange Sard, Union Trust Company of Albany; George H. Southard, Franklin Trust Company, Brooklyn, and George W. Young

pany, Brooklyn, and George W. Young, United States Mortgage and Trust company, New York.

The meeting will be held in the trustees' room of the Mutual Life Insurance Company, on Friday, May 27, at 3 o'clock. In speaking of the movement yesterday afternoon, Mr. Young said:

"There are eighty-one trust companies in the State of New York and they represent a capital and surplus of \$200,000,000, deposits of more than \$1,000,000,000. At present they are at a great disadvantage in not having an association similar to that of the national, State and savings banks.

banks.

"It has been assumed that this movement on the part of the trust companies
is the direct result of Clearing House legislation as to the reserve, and has some
connection with the withdrawal of the trust connection with the withdrawal of the trust companies from the Clearing House. This is not a fact. Few trust companies are opposed to a reasonable reserve. We feel that banks and trust companies are coordinate institutions, and an association such as is proposed will enable these two classes of financial institutions to work more closely together than has been possible in the past.

TRUST COMPANY MERGER. North American and Trust Co. of America

Move Surprise to Some. The directors of the North American Trust Company met yesterday afternoon and voted to ask their stockholders to meet in the first week in June and ratify in agree-ment to merge the North American Trust Company with the Trust Company of America. The directors of the Trust Com-pany of America will meet this afternoon

pany of America will meet this afternoon to take similar action.

It would appear that some of the interests in the Trust Company of America have little notion of what has been going on in the way of merging the two institutions. It was said yesterday that some of the officers of the Trust Company of America, of which the late Ashbel P. Fitch was president, do not favor the merger. It is known, however, that the largest interests in the company are favorable to it and that the merger will be made.

Business Troubles.

A petition in involuntary bankruptcy was filed yesterday against Andrew B. Carton and Lawrence A. Carton, the firm of A. B. Carton & Co., manufacturers of cloaks and suits at 827 Broadway. Judge Holt appointed Augustus H. Skellen temperary receiver. Hays & Herstfield, counsel for the firm say that the liabilities amount to upward of \$80,000 and that the assets consist of \$15,000 stock, \$12,000 in outstanding accounts and \$16,000 in machinery. A. B. Carton was originally a salesman for Meyer Jonasson & Co.

William Brewster Overton of 78 West Ninety-second street has filed a petition in bankruptcy, with liabilities \$29,842 and no assets. The largest creditors are Stewart McDougall, Frank Underwood and William Vincent Bonogur, architect, of 971 Home avenue, has filed a petition in bankruptcy with liabilities \$33,857, of which \$28,600 are secured by mortgage on property in Washington avenue, north of 19th street, and no assets. The largest creditors are Eksabeth B. Vanderpoel and Grace F. Danden, 818,600 each, and estate of Abraham Kills, \$5,677. petition in involuntary bankruptcy was

CHAN DIRAMENA

INFORMATION Regardist say Sofei, Relitond, Steamboat of Automobile Trip will be furnished by calling at Trit SUN Braah Office. 1988 Broadway, 261 West 1986 St., Manbattan; 212 Washington St. and 861 Futno St., Brookiya, or by writing to This SUN INVORMATION BURBAU. Room 317. Temple Court New York City.

Hamburg-American. S. S. Deutschland

Mediterranean Service. New York—Naples—Genoa.

By Superb New Twin-Serew Steamers.
First Cabin, \$40 and \$75, Upward. SUMMER CRUISES

TO NORWAY, SPITZBERGEN, ETC. Around the World Send for programmes.

HAMBURG-AMERICAN LINE,
Offices, 35 and 37 Broadway. Plers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH-CHERBOURG-BREMEN

OELRICHS & CO., & BROADWAY, N. Y. **CUNARD LINE**

To Liverpeel, via Queenatews.
From Piers 51-52, North River.
Campania, May 21, 10 AM | Umbria ... June 11, noon
Lucania... May 23, noon | Campania, June 18, 10 AM
Lucania... June 4, 10 AM | Etruria... June 25, noon
Aurania... May 31, 9 AM (Carpathia, June 14, 2 PM
Rediterranean-Adriatic Service.
New (1804) | SLAVONIA, 10,200 tons.
Twin-Screw S. S. | PANNONIA, 10,200 tons.
Twin-Screw S. S. | ULTONIA, 9,000 tons.
Twin-Screw S. S. | ULTONIA, 9,000 tons.
Ultonia.... May 24, noon | Ultonia... June 21, noon
Slavonia... June 7, noon | Ultonia... July 5, noon
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

EUROPE DECORATION DAY.

ANCHOR LINE.

Furnessia. May 21, noon Ethiopia....June 4, noon Columbia....May 28, 4 PM Astoria....June 11, 5 PM First saloon, \$50 and up.
Second saloon, \$55 and up third class, \$26 and up.
For Illustrated Book of Tours apply to
HENDERSON BROTHERS, 17 and 19 Broadway.

OLD DOMINION LINE Por Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier N. R., foot Heach at., every week day at 8 P. M. H. B. WALKER, Vice-President & Traffic Manager.

EXCURSIONS.



LANDING at the centre of the great, new and stellar attractions.

SPECIAL SATURDAY, MAY 21ST.

Leave PGOT 2D ST., Narth River, 12:00 M.,

1:15: 2:20, 2:25, 4:26, 2:20 F. M.

North River.

Leave New Hon Pier, Coney ISLAND, 1:40,

2:25, 4:10, 5:26, 6:10, 7:40 P. M.

ROUND TEUT TRUKETS, 25 CENTS.

ACKER, MERRALL AND CONDIT'S LIQUORS and CIGARS served under company management.

Special Decoration Day Hotels and All Expenses Included. Atlantic City 8 days \$16.00

THOS. COOK & SON, 261 & 118 BROADWAY, 649 MADISON AVE., COR. 60TH ST., NEW YORK.

Steamer GRAND REPUBLIC TO WEST POINT AND NEWBURGH.
SUNDAY, MAY 22ND.
Leaves Battery Landing 9:30 A. M., WEST 22nd St.
10 A. M., West Lebb St. 10:30 A. M.
EGUND TRIP, 50c.

West Point, Newburg & Po'keepsie.

UP THE PICTURESQUE HUDSON.

Daily (Sunday excepted) the MARY POWELL running on Day Line schedule, 840 A. M., from Desbrosses St. Péc., till 28th, when she resumes regular route to Rondout and way landings.

On May 27th first trip Day Line steamers to Albany. See Steamboat column.

Steamer GEN'L. SLOCUM UP THE SOUND
AS FAR AS BRIDGEPORT
SUNDAY, MAY 22ND.
Leaves West 22nd St. 820 A. M., Battery 9:10, Bridge
dock, Brooklyn, 9:20; East 31st St. 10 A. M.
ROUND TRIP, 50c.

NORTH GERMAN LLOYD TAXES. Compromise by Which They Were Lowered Objected To.

The New Jersey State Board of Taxation in Jersey City yesterday decided to reopen the appeal of the North German Lloyd Steamship Company against the asses Steamship Company against the assessment of \$2,602,000 levied on its holdings in Hoboken by the local board of assessors. The State board reduced the assessment to \$1,750,000 last Wednesday as a result of a compromise between the steamship company and some of the Hoboken officials, including Mayor Lankering. The members of the Common Council and the assessors objected to any compromise.

The appeal will, be reheard in Hoboken on June 2, Assessor William J. Dynan is laid up with a broken leg and the commissioners said they would go to his bedside to take his testimony, if necessary.

WOMEN IN PARK RUNAWAY. Mrs. Kelse and Mrs. Ford Cut and Bruised About the Head. Mrs. Kelso of 448 Central Park West

Mrs. Kelso of 448 Central Park West went riding in Central Park in a light road wagon yesterday with Mrs. Ford of 17 West 193d street. Near the Eagle statue on the Centre Drive the horse was attacked with the "blind staggers."

It stood trembling a moment and then dashed off at a furious speed. The wagon collided with a carriage in which was C.S. Ellis, the coachman of Dr. A. L. Root of 114 West Eighty-first street. The two women were pitched out of the wagon and both were cut and bruised about the head and face.

Mrs. Kelso's horse broke away from the carriage, ran down the East Drive ten blooks and then fell. Policeman Murphytook it to the sheep fold. Ellis escaped injury.

Mrs. Kelso's horse broke away from the carriage, ran down the East Drive ten blooks and then fell. Policeman Murphytook it to the sheep fold. Ellis escaped injury.

PREDICTS A SHORT WHEAT CROP.

J. J. Hill, Back From a Trip in the Belt, Gives Buils From a Trip in the Belt, Gives Buils From Ammunition.

Chicago, May 28.—In the wheat pit today the lines were drawn still tighter on the bears who are short on May contracts. The squirming of a few of the smaller shorts gave the May wheat price a jump from 99 cents to \$1.01\frac{1}{2}\$ in a few minutes.

The price dropped back to \$1 as soon as the flurry was over.

James J. Hill, just back from a swing around the whole wheat region, gave the buils frosh ammunition by declaring that there is no chance, for increased spring wheat acreage in the Northwest and that the big States in the entire wheat belt from Okahama to Ohio are badly spotted and osu not produce over two-thirds of a crops.

Forty-nine members, comprising the English Municipal Visit to the St. Louis exposition, will arrive here to-day on the steamship St. Louis of the American Line. Besides spending a week at the fair the visitors will go to many of our leading cities and take notes on muinicipal government. The chairman of the Visit is the Right Hon. the Lord Lyveden, and Sir Thomas H. Brooke-Hitching, ex-Sheriff of London, is the vice-chairman. The secretary, Edward Lunn, has been in the party are Sir Aifred J. Newton, ex-Lord Mayor of Hull; James Bailey, M. P.; E. A. Cornwall, vice-chairman London County Council: J. H. Lile, D. George Collins, chairman of the City of London International Commercial Association; A. K. Carlyon, Richard Burbidge and R. G. Edwards.

On Monday the Visit will be received by Mayor McClellan and on Wednesday the party will be the guession of Mayor Weaver of Philadelphia. President Roceaver, will receive them at the White House on Laturday.

INFORMATION

AMERICA'S GREATEST BAILROAD." NEWYORK & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE

Trains depart from Grand Central Station, 42d irect. New York, as below:
North and west hosind trains North and west bound irains, except those leaving at 8:30, 11:30 A. M., 2:48, 3:30, 11:30 P. M., will adop at 12th street to receive passengers ten minutes after leaving Grand Central Station.

12:18 A. M.—WHIDNIGHT EXPRESS.

8:28 A. M.—FAST MAILA—24 hours to Chicago.

10:28 A. M.—WHIDNIGHT EXPRESS.

12:28 P. M.—BUFPALO LIMITED.

1:00 P. M.—SOUTHWESTERN LIMITED.

1:00 P. M.—SOUTHWESTERN LIMITED.

2:145 P. M.—The 20th CENTURY LIMITED.

2:145 P. M.—The 2oth CENTURY LIMITED.

2:145 P. M.—The 2oth CENTURY LIMITED.

2:160 P. M.—BUFTROIT and CHICAGO SPECIAL.

5:20 P. M.—BUFTROIT and CHICAGO SPECIAL.

6:20 P. M.—WESTERN EXPRESS.

7:20 P. M.—WESTERN EXPRESS.

7:20 P. M.—WONTREAL EXPRESS.

7:20 P. M.—BUFFALO AND TORONTO SPECIAL.

9:20 P. M.—SOUTHWESTERN SPECIAL.

9:20 P. M.—SOUTHWESTERN SPECIAL.

9:20 P. M.—PACIFIC EXPRESS.

11:20 P. M.—CHICAGO THEATRE TRAIN.

*DIALLEM DIVISION,

**DIALLEM DIVISION,

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

The office offices at 149, 415 and 1216 Broadway.

Trains illuminated with Pintsch light.

The office offices at 149, 415 and 1216 Broadway.

To North Adams.

Trains illuminated with Pintsch light.

The office offices at 149, 415 and 1216 Broadway.

To North Adams.

Trains illuminated with Pintsch light.

The office offices at 149, 415 and 1216 Broadway.

To North Adams.

The office offices at 149, 415

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. Later foot West 42d st., N. R.:

1:00 P.M.—Chicago Express,

2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis,

8:50 P.M.—For Roch., Buffalo, Clevel'd & Chicago,

18:00 P.M.—Roch., Buffalo, Detroit & St. Louis,

9:15 P.M.—For Syra, Roch., Niag, Falls, Det. & Chi.

"Daily, †Daily, except Sunday, Baggage checked from hotel or residence by Westcott Express,

A. H. SMITH,

Gen'l Manager,

Gen'l Manager,

Gen'l Pass'r Agent.

N. Y. N. H. & H. B. R. and connections
From Grand Central Station
De.
Spring field and Williamstic. 2:00 P.M.
Spring field and Worcester. 2:30 P.M.
10:00 A.M. 11New London and Providence. 2:00 P.M.
10:00 A.M. 11New London and Providence. 2:00 P.M.
10:00 M. Spring field and Worcester. 2:40 P.M.
10:00 M. Spring field and Worcester. 2:40 P.M.
10:00 M. Spring field and Worcester. 3:40 P.M.
10:00 P.M. 11New London and Providence. 3:00 P.M.
10:00 P.M. New London and Providence. 3:00 P.M.
10:00 P.M. New London and Providence. 10:00 P.M.
10:00 P.M. Spring field and Worcester. 10:00 P.M.
10:00 P.M. Spring field and Worcester. 10:00 P.M.
10:00 P.M. Spring field and Providence. 10:00 P.M.
10:00 P.M. New London and Providence. 11:00 P.M.
10:00 P.M. Spring field and Worcester. 10:00 P.M.
10:00 P.M. Spring field and Worcester. 10:00 P.M.
10:00 P.M. New London and Providence. 10:00 P.M.
10:00 P.M. Spring field and Worcester. 10:00 P.M.
10:00 P.M. Spring field a

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sta.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo, Chicago and St Louis.

11:40 P. M.—For Buffalo and Chicago

14:00 P. M.—For Buffalo and Chicago

14:00 P. M.—For Buffalo and Chicago.

18:45 P. M.—For Buffalo and Chicago.

2:00 A. M.—For Onicago—Sleepers open at 8 P. M.

Tickets, 149, 429, 1185, 1484 Broadway N. Y.; 300

Fulton st., Brooklyn. Daily, Except Sunday

STEAMBOATS. BOSTON AND POINTS IN
NEW ENGLAND.
FALL RIVER LINE, via Newport and Pail River.
Leave Pier 19, N. R., foot of Warren St., week days
and Sundays at 520 P. M. Steamers PRISCILLA
and PLYMOUTH. Orchestra on each.
NORWICH LINE, via New London. Leave Pier
40, N. R., foot Clarkson-St., week days only at
5:30 P. M. Steamers CHESTER W. CHAPIN and
CITY OF WORCESTER.
NEW HAVEN LINE for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at 4:300 P. M.
Steamer RICHARD PECK.
SPECIAL NOTICE: Commencing Monday, May
23rd, 1904, steamers of the New Haven line will depart from and arrive at Pier 20, East River, foot of

MORNING BOAT for WEST POINT, NEWBURG and POUGHKEEPSIE. Hadson River Steamer MARY POWELL. Dally (Sundays excepted). Leaving New York, Desbrosses St., 8:40 A. M., West 22nd St., 9:00, 129th St., 9:20, Yonkers, 9:45, Landing at West Point, Newburg and Poughkeepsie. Heturning due 22nd St., 5:30 P. M. Morning and afternoon concerts. On and after May 28th Mary Powell will resume her regular route, leaving New York 3:15 F. M. Saturdays 1:45. Saturdays 1:45.

DAY LINE STEAMERS "NEW YORK" and
"ALBANY" commence regular trips May 27th
from New York; May 28th from Albany.

PATTEN LINE

50c.—LONG BRANCH AND BACK—80c.
80c.—ASBURY PARK AND BACK—80c.

Week Days:
Leave Bloomfield St., N. R. (3 blocks below W.
14th St. Perry), 8:35 A. M., 2:49 P. M. Leave
Battery (near South Ferry), 9:20 A. M., 2:10 P. M.
Sundays. Sundays: Leave Bloomfield St., N. R., 8:35 A. M. Leave Battery (near South Perry), 9:20 A. M.

PEOPLES LINE NEW YORK -ALBANY.

Str. Adirondack and Dean Richmond
ALTERNATING DAILY, EXCEPT SUNDAY.
New Steel Steamer C. W. MORSE, first trip.
SATURDAY, MAY 28TH.
Steamers sail from Pier 32, N. R., foot of Canal
St., 6 P. M. Agriving at Albany in time for connections North, Bast and West. Telephone 5800—Spring
EXCURSION, 52.26.

JOY LINE. PROVIDENCE, \$1.50 EVERY WEEK DAY BOSTON DIRECT. \$2.50 BOSTON DIRECT. \$2.50

MOST DELIGHTFUL TRIP IN AMERICAL
From Pier 35, East River. 'Phone 800 Orchard.

TROY LIME, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. HARTFORD LINE.

from New Pier 19. East River, foot of Peck Silp, daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder. Catskill, Hudson & Coxsackie Boats Leave Pier 43, N. R. week-days, P. M.

PROPOSALS. U. S. ENGINEER OFFICE, Army Building, New York, N. Y., May 21, 1904—Scaled proposals for dredging in Shrewsbury River, N. J., will be received here until 12 M., June 10, 1904, and then publicly opened. Information furnished on ap-plication. C. W. RAYMOND, Colonel, Engrs.

ENGLISH MUNICIPAL VISIT.

Lord Lyveden Mead of a Party to See Our Cities-Arrive To-day. Forty-nine members, comprising the English Manicipal Visit to the St. Louis

ENFORMATIO

Pennsylvania

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

LET The leaving time fresh Desbrosses and Cortlandt Streets is 2ve minutes fafor than that given below for Twenty-third Street.

Station, except where otherwise noted,
7.55 A. M. PAST MAIL.—Parior Sleeping and Discing Cars. For Chicago, Indianapolis, Louisville and St. Louis.

9.55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Choinnail, Indianapolis, St. Louis. Dining Cav.

10.125. A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation, Compariment Cars. For Chicago Cieveland, Toledo, and Detroit. man Sleeping, Dining, Smoking and Observation.
Compariment Cars. For Chicago Cleveland,
Toledo, and Detreit.

185 P. M. CHICAGO AND ST. LOUIS EXPRESS.
For Namiville (via Cincinnett and Louis Side).
Indianapolis, Chicago, St. Louis. Dising Cat.
485 P. M. CHICAGO Limit TED. — Pulmina Siepping, Smoking and Observation Cars. For Citicago,
Toledo, and Cieveland. Dining Car.
585 P. M. ST. LOUIS EXPRESS.—For Pittaburg,
Cincinnati, Indianapolis, Louisville, St. Louis,
Dining Car. For Gary, W. Va. 1918 Shenandean
Valley Route).

185 P. M. WESTERN EXPRESS.—For Chicago,
For Toledo, except Saturday. Dining Car.

185 P. M. PACIPIC EXPRESS.—For Pittaburg, Toledo, and Chicago. For Knoxville, daily via
Shenandean Valley Route. Connects for Chewelland except Saturday.

185 P. M. CLEVELAND AND CINGINNATI EXPRESS.—For Pittaburg, Cleveland, Ginchasalt,
Indianapolis, and St. Louis.

188 P. M. PITTSBURG SPECIAL.—Daily for Pittaburg. Dining Car.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7.55, 8.25, *9.25, *10:10 (Derbrosses and Cortlands Streets, 10:20), *10:55 a.m., *12:55, 2:10 (Desbrosses and Cortlands Streets, 2:20), (2:5° Congressional Limited, all Parlor and Dining Cars), *25, *4:55 (Desbrosses and Cortlands Streets, 5:10) *9:25 p. m., 12:10 night, Sunday, *25, *22, *20:35 a. m., *12:55 (3:25 "Congressional Limited all Parlor and Dining Cars), *2:26, *2:55, *2:55 (Desbrosses and Cortlands Streets, 5:15), *25 (Desbrosses, 5:15), *25 (Desbro SOUTHERN RAILWAY.—Express, 12.55. 2 2. 4.35
p. m., 12:10 night daily.
ATLANTICCOAST LINE.—Express, 2.25 s. m., and
9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express,
12:55 p. m. and 12:10 night daily.
NORPOLK AND WESTERN RAILWAY.—From
Memphis and New Orleans, 2.25 p. m. daily.
CHPSAPEARE & OHIO RAILWAY.—7:55 s. m.
week-days and 4:55 p. m. daily.
POR OLD POINT COMFORT and NORPOLE.—7:56
a. m. week-days and 8:25 p. m. daily.
ATLANTIC CITY.—6:55 s. m. and 2:55 p. m. westdays. Sundays, 7:56 s. m. Through Vestibuled
Trains. Buffet Parior Cars and Standard Coaches
on week-days. Parior Smoking Car, Parior
Cars, Dining Car, and Standard Coaches es.
Sundays.

Cars. Dining Oar, and Standard Coscoss Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH. ASBURY PARK (Interfakes Sundays), Ocean Grove and Point Pleasant (from West. Twenty-third Street Station), 8:55 e. ms., 42:55, 12:55 (Saturdays only), 2:25, 2:25, 4:25 and 4:55 p. fb. week-days. Sundays, 7:55, 9:25 and 4:55 p. fb. week-days. Sundays, 7:55, 9:25 and 4:55 p. fb. p. m. From Deshrosses and Cortiandt Streets, 2:30, 9:00 a. m., 12:30, 1:30 (Saturdays only), 2:30, 2:40 and 8:10 p. m. week-days. Sundays, 2:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6.05, 7:24, *7:25, 6:25, 8:25, 9:25 (9:25 S. Louis Limited), *10:10 (Desbrouses and Cortland: Streets; 10:20), *10:25 (Penna. Limited), *19:25, 11:25 A. M., *12:25, *1:25 A. M., *12:25, *1:25 A. M., *12:25, *1:25 A. M., *12:25, *1:25 A. M., *12:25 A. M., only) p. m., 12:10 night.

Dining Car.

Dining Car.

Tickte omocs, Nos. 461, 1854, 118, and 261 Broadway, 182 Fifth Avenue (below 23d St.); 265 Fifth Avenue (corner 29th St.); Astor House, and sations named above; Brooklyn, 4 Court Street, 800 Fultor Street, 200 Broadway, and Pennsylvania Amer. Station.

The New York Transfer Complay will call by single the New York Transfer Complay will call by single to destination.

Telephone "Ast Cheisea" for Pennsylvania Reference

ATTERBURY,
General Manager,
GEO, W. BOYD.

General Passenger Agent, READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time

BASTON, BETHLEREM, ALLENTOWN AND
MAUCH CHUNK—14:30 (715 Easton safe)
2:10 A.M., 120, 4:40, 5:30 (6:46 Easton safe)
2:10 A.M., 120, 4:40, 5:30 (6:46 Easton safe)
3:10 A.M., 100, 100, 5:30 P.M.
WIEKESBARHE AND SCRAWON—4:40 A.M.
A.M. 130 P.M. SUNDAY, 423 A.M.
LAVEWOODD, LAKEBURSON, 100 A.M.
AND BARNEGAT—4:500. 100 A.M.
(2:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(2:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(2:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(3:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(3:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(3:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(3:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 100 A.M.
(3:40, 8:00 Lakewood and Lakeburg, 433 Lakeburg, 433 Lakeburg, 434 Lakeburg, P. M. Sundays, 9:40 A.M.

ATLANTIC CITY — 9:40 A.M.

YIRELAND AND BRIDGETON—10:50 A. 25.4

(attantic City — 9:60 A.M.

(attantic City — 9:60 A only, 14:00, 15:00 P. M.

SANDY HOOM ROUTE—Fr. ft. of Rector St.,
Pr. 8. Atlantic Hids., Seabright, Monmodth Bch.
and Long Branch, Asbury Park, Pt. Pleasant,
10:00 A. M., 1:00, 3:45, 4:30 P. M. Sundays, 1:00,
A. M., 1:00, 8:00 P. M.
Erom Liberty Street only. *Daily. †Daily.
except Sunday, §Sunday only. †Parlor cars
only. ||Via Tamaqua. xSaturdays. zExcept Saturdays. only. [Via Tamaqua. ESaturdays. EFECCP. Saturdays.]
Urdays.
Offices: Liberty St. Ferry. South Ferry. 8 Astor.
Offices: Liberty St. Ferry. South Ferry. 8 Astor.
House. 281. S4. 1800. 1354 Broadway. 182 Fifth
Av., 25 Union Square West, 183 East 18th St., 225
West 125th St., 226 Columbus Av., New York.
Court St., 344. 605 Fullon St., B'alyn. 26 Bwa.
Winsburg. New York Transfer Co. calls for and
checks bafgage to destination.
W. G. BESLER.
W. G. BESLER.

W. G. BESLER, Vice Pres. and Gen. Mgr. Gen. Pass'r Agt ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R R. To BALTIMORE and WASHINGTON EVERY OTHER HOUR

Lv. Liberty street, 8:00 am. Except Sun.

10:00 am. Daily.

10:00 pm. Daily.

10:00 ON THE EVEN HOUR."

BALTIMORE AND QHIO RAILROAD ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR." TO BALTIMORE and WASHINGTON Leave South Ferry 5 minutes eat

Lv. Liberty street, 8:00 am, Except Sun, 10:00 am, Dally. 20 2:200 noon, Dally. 20 2:00 pm, Dally. 30 pm, Dally. 30 pm, Dally. 30 pm, Dally. 31 2:16 night, Dally. 32 2:16 night, Dally. THROUGH TRAIN SERVICE THROUGH TRAINS TO THE WAST.

Lv. New York City, South Perry, Liberty & Dally.
Chicage, Pittsburg. 12:10 nt. 12:15 at.
Chicage, Celumbus. 12:55 pm. 2:00 pm.
Pittsburg Liweland 2:55 pm. 4:00 pm.
Pittsburg Limited" 4:56 pm. 2:00 pm.
Cincinnati, 5t. Leuie 2:56 nt. 12:15 nt.
Cincinnati, 5t. Leuie 2:55 am. 10:00 am.
Discrete Cincinnation am. 10:00

LEHICH VALLEY Foot of West 28d A. Cortlandt and Destroyer 28th Q. Daily. † Except Sunday. Sunday changest at E. d. 15. er. 65. ns. 15. 45.

di 18. et. de. ns. 65. st. 65.

Mauch Chunk Local
Buffalo Express
Basta Brastos Express
Basta Chunk and Hasietos Local
Willies Barre Express
Basto Local
Chicago & Toronto Vestibule Exp.
Tickess and Pulimen accommodatose at 18. ps. 18. ps.
Tickess and Pulimen accommodatose at 18. ps. 18. ps.
Tickess and Pulimen accommodatose at 18. ps. 18. ps.
Tickess and Pulimen accommodatose at 18. ps.
Tickess and Pulimen accommodatose at